

Capsule Summary

Sellman Station Historic District (Montgomery County #12/14)

One mile south of Barnesville, on Route 109

Barnesville, Maryland

Public/Private 1873-1930

The town of Sellman was one of many communities which sprang up along the Metropolitan Branch of the Baltimore and Ohio Railroad about 1873. The area was first opened up to development in 1838 when the "Barnesville to Monocacy Chappell Road" (now Route 109) was established. This Road gave Barnesville residents a direct route to the Episcopal Chapel in Beallsville, aided in the delivery of mail in the area and facilitated travel to Medley's Hill, where voters cast their ballots.

As late as 1865 there were only two buildings in the Sellman area, those of the Knott family and William B. White. By 1873, however, with the completion of the railroad, the catalyst for development was in place. The first structure erected was the station house, constructed circa 1873; this frame building apparently housed the post office as well. The station house in 1874 was referred to as "Sellman's Depot", and was named for William O. Sellman, owner of the lands on which the station was built.

Page 2

In 1874, a road was commissioned to run from the Mouth of Monocacy to Georgetown Road (now Route 28) to Sellman's Depot. The road shortened the distance for many persons going to Sellman's Station, early an important grain and dairy shipping point on the railroad. By 1882, the town of Sellman was well established, and contained a number of dwellings, shops, and stores.

By 1920, the community had undergone further developments. The most notable change was the construction of a new station in the early 20th century, a frame building situated south of the tracks west of Route 109. The Standard Oil Company had an establishment just east of the intersection of Sellman Road and Route 109, adjacent to the tracks, constructed shortly after 1919. None of the structures remain.

Beginning in the late 1920's, Sellman (and many other railroad towns) began to feel the negative impact of increasing numbers of paved highways. Trucks and cars liberated these rural areas from dependence on the railroad, and although the population increased somewhat, the new mobility doomed the little village stores. Sellman now consists of a handful of buildings at the intersection of Route 109 and the railroad tracks, its importance as a commercial center long gone.

THE AMENDMENT

The purpose of this amendment is to consider the designation of the Sellman Historic District on the Master Plan for Historic Preservation, thereby extending to it the protection of the County's Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code.

<u>Atlas #</u>	<u>Site</u>	<u>Location</u>
12/14	Sellman Historic District	Intersection of Sellman Road and Beallsville Rd (Rt. 109)
o	The little town of Sellman, which grew up along the Metropolitan Branch of the B&O Railroad, thrived from 1873 until the 1930s. Also known as Barnesville Station, the community provided access to the railroad for the larger town of Barnesville, located immediately to the north. In 1882, Sellman had a population of 50 and in its heyday there were three stores, a railroad station, post office, church, school and a canning factory.	
o	Sellman was named for William Oliver Sellman (1814-1884), a highly respected local figure who served as the community's first postmaster in 1874. Sellman was Captain of the confederate "Barnesville Guards" during the Civil War, and he served as state senator.	
o	The White-Poole House, 21600 Beallsville Road, was built by William B. White in the 1870s. In the early 20th century, merchant O.K. Poole lived here while he operated a store across the street. A typical vernacular Gothic Revival style house, the house has been altered with the addition of asphalt shingle siding and a porch replacement.	
o	The Warfel Store, 21510 Beallsville Road, was built in the early 20th century by Clarence O. Warfel. The building was later used as a residence. The simple two-story gable-front building is typical of vernacular commercial architecture in the county.	
o	Many of the other early Sellman buildings are no longer extant. The original frame railroad station was demolished in the 1950s and an early 20th c. railroad station was removed from its site in the early 1980s. The adjacent Darby Store, the Poole Store at Barnesville and Sellman, and the canning factory no longer stand.	
o	The present small brick railroad station is a former Rockville metering station (c1930s) which was moved to this site in 1977. It was removed from the <u>Locational Atlas</u> in 1984.	

MARYLAND HISTORICAL TRUST

M: 12/14

MAGI#

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Sellman Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

One mile south of Barnesville, on the Metropolitan
Branch of the Baltimore and Ohio Railroad

CITY, TOWN

Barnesville

VICINITY OF

CONGRESSIONAL DISTRICT

8

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

☒ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☒ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☒ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☒ OTHER Unused**4 OWNER OF PROPERTY**

NAME

Multiple Private Owners

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

M-NCPPC Inventory of Historical Sites

DATE

1976

☐ FEDERAL ☒ STATE ☒ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Park Historian's Office

CITY, TOWN

Rockville

STATE

Maryland 20855

7 DESCRIPTION

M: 12-14

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input checked="" type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This small community of frame buildings is situated in a low-lying area with a small creek running through it, surrounded by rolling farmland. Most structures are in fair condition, and several are deteriorated.

The central structure is an abandoned railroad station, adjacent to the tracks. The frame building is similar to those built at Dickerson and Germantown. It has a four-bay main (south) facade, with a roof that slopes down across the front to form an overhanging porch-roof. This is supported by plain brackets. There is a small center gable with patterned shingles. The siding is German. Additions were made to the building after it was abandoned for use as a station.

Nearby is another abandoned two-story frame building, Darby's store. It has a three-bay gable facade on the east (main) entrance. The clapboard siding is covered with rolled asphalt, and a brick end chimney now stands alone. A small wooden wagon shed is situated south of the building.

On the east side of the tracks is a two-story frame house of two bays on its main (west) facade. The door here has transom and sidelights, and the windows are two-over-two double-hung sash. A low, one-story wing extends east from the rear of the house, and there is a frame springhouse in the front yard.

There are several other, older frame houses along the railroad tracks at Route 109. This is where the train has stopped in recent years.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Local History
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1873-1930

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The town of Sellman was one of many communities which sprang up along the Metropolitan Branch of the Baltimore and Ohio Railroad about 1873. The area was first opened up to development in 1838 when the "Barnesville to Monocacy Chappell Road" (now Route 109) was established. This Road gave Barnesville residents a direct route to the Episcopal Chapel in Beallsville, aided in the delivery of mail in the area and facilitated travel to Medley's Hill, where voters cast their ballots. The road, thirty feet wide, passed through the lands of Stanislaus Knott, John Poole, William Bennett, and William J. Johnson, all early landholders in the Sellman area.

The opening of a new road was not enough to stimulate development, and as late as 1865 there were only two buildings in the Sellman area, those of the Knott family and William B. White. By 1873, however, with the completion of the railroad, the catalyst for development was in place. The first structure erected was the station house, constructed circa 1873 east of Route 109, and south of the railroad tracks. This frame building apparently housed the post office as well. The station house in 1874 was referred to as "Sellman's Depot", and was named for William O. Sellman, owner of the lands on which the station was built.

Sellman was a highly respected local figure. He had moved with his wife to the town of Barnesville around 1840, was Captain of the pro-confederate "Barnesville Guards" during the Civil War, and served as a state senator. He was also, in 1868, administrator of the estate of Stanislaus Knott who lived north of the railroad depot.

In 1874, a road was commissioned to run from the Mouth of Monocacy-to-Georgetown Road (now Route 28) to Sellman's Depot. The road shortened the distance for many persons going to Sellman's Station, early an important grain and dairy shipping point on the railroad, as well as providing an outlet to many who depended upon private roads or had to cross the farms of their neighbors to reach public roads. Now known as Peach Tree Road, and incorporating that part of Sellman Road east of the station, it was first referred to as Darby Road. (That section of Sellman Road west of the station to the Barnesville and Poolesville road was commissioned separately later in 1874.)

The road was named for the family of Samuel Darby, who was the Sellman station agent and a judge of the Montgomery County Orphan's Court, and who with his sons operated a store near the railroad station. Remains of the old store, built around 1877, can still be seen south of the tracks, south-east of the station house.

(Continued on Attachment Sheet A)

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Attachment Sheet B)

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATAACREAGE OF NOMINATED PROPERTY c. 50 acres

VERBAL BOUNDARY DESCRIPTION

Area on both sides of the B&O tracks on and around Sellman Road,
Route 109, Hillrise Lane, and Peach Tree Road.

See Attached Map

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Mark Walston

Michael Dwyer

Architectural Description

ORGANIZATION

Sugarloaf Regional Trails

DATE

5/79

STREET & NUMBER

Box 87

TELEPHONE

926-4510

CITY OR TOWN

Dickerson

STATE

Maryland 20753

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Sellman Station

By 1882, the town of Sellman was well established, and contained a number of dwellings, shops, and stores. The Maryland Directory for that year described the town thus:

Sellman is on the Metropolitan Branch of the B and O Railroad 17 miles from Rockville. Land fair; sells for \$50 per acre, produces 20 bushels wheat, 30 corn, 1,000 lbs. tobacco and two tons hay. Church and school. Population 50

C. R. Darby - Postmaster
Carlisle, James - Shoemaker
Darby, Samuel and Sons - General Merchandise
Thomas, Benjamin - Laborer
White, Howard - Blacksmith

The shop of Carlisle the shoemaker was located on the northeast corner of the intersection of the Barnesville Road and the B and O Railroad. Purchasing the property in 1872, James and Ann Carlisle lived in Sellman until 1888, when they moved to Washington. The site is now occupied by a concrete structure.

Benjamin Thomas, the laborer, purchased in 1877 one-half acre from William B. White, adjacent to White's property, and built his dwelling there.

Howard White, whose occupation is listed as "blacksmith" in the 1882 directory, moved to Sellman in 1881, when he purchased from William B. White one acre of land. The location of White's blacksmith shop is unknown at this time, nor has any relationship between Howard White and William B. White been determined.

By 1920, the community of Sellman had undergone further developments. The most notable change was the construction of a new station in the early 20th century, a frame building situated south of the tracks west of Route 109. About $\frac{1}{4}$ mile west of the old Sellman station; this location was more convenient for residents of the older towns of Poolesville and Barnesville. Around 1912, the Adamstown Canning and Supply Company established its plant east of the old Sellman Station on the north side of Sellman Road. The cannery was reportedly in use until the 1940's, when it burned. The Watkins Cabinet Company is now situated on the site of the Adamstown Canning and Supply Company.

The Standard Oil Company had an establishment just east of the intersection of Sellman Road and Route 109, adjacent to the tracks, constructed shortly after 1919. None of the structures remain.

The house on the northwest corner of the intersection of Route 109 and the tracks had passed into the possession of O.K. Poole in 1902, having been purchased from Winfield Rice, who had received the lands from James and Ann Carlisle in 1889. Poole established a store across Route 109 from his house. The grocery store was taken over in 1914 by M. Rosenberg and Son, who called their establishment "The Golden Rule". It is not known whether the structure presently located on the corner of Hillrise Lane and Route 109 housed either of these

Sellman Station

stores. Another store had been established in the old station house by 1923. The two-story frame structure standing south of the present station, on the west side of Route 109, was in operation as a store by the 1920's. Beginning in the late 1920's, Sellman (and many other railroad towns) began to feel the negative impact of increasing numbers of paved highways. Trucks and cars liberated these rural areas from dependence on the railroad, and although the population increased somewhat, the new mobility doomed the little village stores.

The Sellman Post Office was moved in the 20th century to private dwellings. Mrs. C. Edgar Knill was the last postmistress, operating the post office for several years from her home on Peach Tree Road until the Sellman office was closed on August 31, 1963. The northwest frame station was demolished by the B&O Railroad Company in the 1950's; it was replaced in 1977 by a small brick structure which formerly had been used as a gas metering station in Rockville.

BIBLIOGRAPHY:

Maryland Directory (1882).

Boyd, T.H.S., History of Montgomery County (1879).

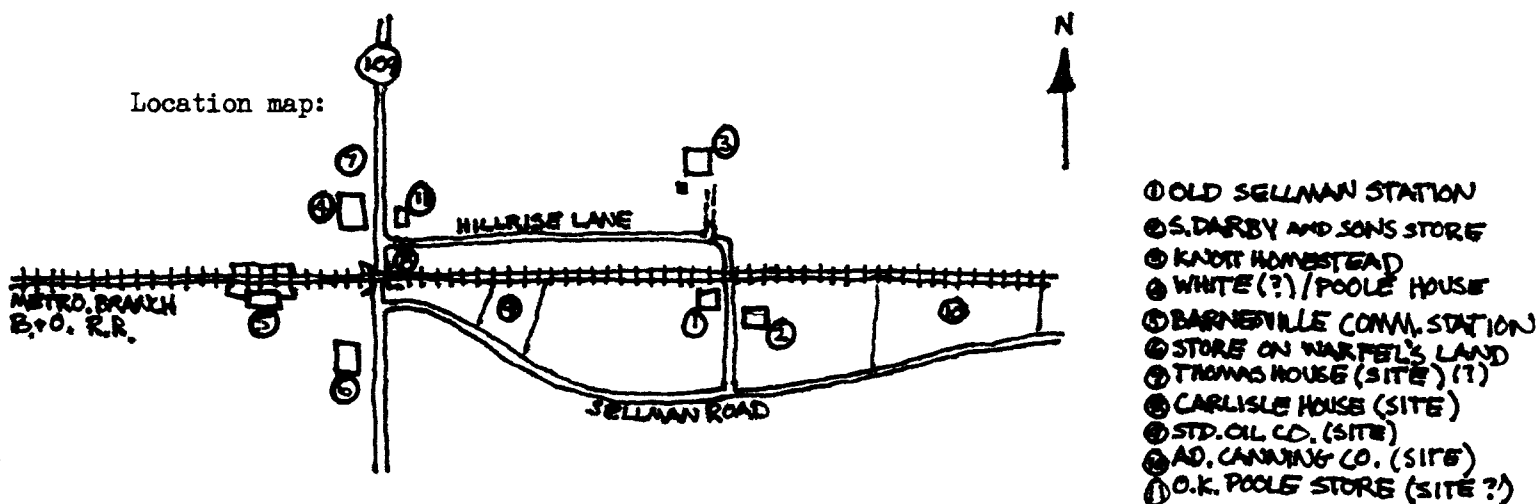
Maps: Martenet and Bond (1865)

Hopkins Atlas (1879).

Montgomery County Sentinel, 9/26/63, 9/29/55.

Scharf, J. Thomas, History of Western Maryland (1882).

MacMaster, Richard K. and Ray Eldon Hiebert, A Grateful Remembrance (1976).



ACHS SUMMARY FORM

1. Name: Sellman Station
2. Planning Area/Site Number: 12/14
3. M-NCPPC Atlas Reference: Map 5
K-10
4. Address: One mile south of Barnesville, Barnesville, Md.
5. Classification Summary

Category <u>district</u>	Previous Survey Recording <u>M-NCPPC</u>
Ownership <u>private</u>	Title and Date: 1976 Inventory of
Public Acquisition <u>N/A</u>	Historical Sites
Status <u>occupied/unoccupied</u>	
Accessible <u>no</u>	Federal <u> </u> State <u>X</u> County <u>X</u> Local <u> </u>
Present use <u>private residence/unused</u>	
6. Date: 1873-1930
7. Original Owner: Multiple Private Owners
8. Apparent Condition

ruins		
a. <u>fair/deteriorated/</u>	b. <u>unaltered/alterd</u>	c. <u>original site</u>
9. Description: This small community of frame buildings is situated in a low-lying area with a small creek running through it, surrounded by rolling farmland. Most structures are in fair condition, and several are deteriorated. The central structure is an abandoned railroad station similar to that at Dickerson. The frame building has a four-bay main (south) facade with an overhanging front porch roof. It has German siding and a small center gable with patterned shingles. Another abandoned two-story frame building, Darby's store, has a three-bay gable facade on the east (main) entrance and clapboard siding covered with rolled asphalt. On the east side of the tracks is a two-story frame house of two bays on its main (west) facade. The door here has transom and sidelights, and the windows are two-over-two double-hung sash. There are several other older frame houses along the railroad tracks at Route 109.
10. Significance: One of many communities which sprang up along the Metropolitan Branch of the B&O Railroad about 1873, the Town of Sellman thrived until the increasing mobility in the 1930's doomed its small stores. Although the Barnesville Road (Route 109) was opened in 1838, only two families had settled in the Sellman area by 1865. The completion of the railroad in 1873 was the catalyst for development. The first structure was the station house which probably housed the post office as well. It was named for William O. Sellman, a state senator, and Captain of the confederate "Barnesville Guards" during the Civil War. In 1874 the present Peach Tree Road was commissioned; called Darby Road then, it was named for Samuel Darby, a judge in the County Orphans' court who operated a store near the railroad station. By 1882 the town contained a number of dwellings, shops and stores and had a population of 50, including a postmaster, shoemaker, storekeeper, laborer and blacksmith. By 1920 a new railroad station had been constructed (now demolished) and a cannery had been established (which burned in the 1940's; the Watkins Cabinet Company is situated on its site). The Standard Oil Company also had an establishment (nothing remains). A grocery store had been established across Route 109 by O.K. Poole. Another store opened c. 1923 in the old station house. A commuter station was moved to the site of the old frame station in 1977.
11. Researcher and date researched: Mark Walston-5/79 Michael Dwyer
Arch. Description
12. Compiler: Gail Rothrock
13. Date Compiled: 10/79
14. Designation
Approval
15. Acreage: c. 50 acres

MARYLAND HISTORICAL TRUST

M #12-14
160115519

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Barnesville/Sellman's Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Sellman Road and RR tracks near Rte. 109

CITY, TOWN

Barnesville

— VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

☒ DISTRICT

☐ BUILDING(S)

☐ STRUCTURE

☐ SITE

☐ OBJECT

OWNERSHIP

☒ PUBLIC

☒ PRIVATE

☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS

☐ BEING CONSIDERED

STATUS

☒ OCCUPIED

☐ UNOCCUPIED

☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED

☐ YES: UNRESTRICTED

☐ NO

PRESENT USE

☒ AGRICULTURE

☐ COMMERCIAL

☐ EDUCATIONAL

☐ ENTERTAINMENT

☐ GOVERNMENT

☐ INDUSTRIAL

☐ MILITARY

☐ MUSEUM

☐ PARK

☒ PRIVATE RESIDENCE

☐ RELIGIOUS

☐ SCIENTIFIC

☒ TRANSPORTATION

☐ OTHER

4 OWNER OF PROPERTY

NAME

Wm. D. Pyles & B & O RR

Telephone #:

STREET & NUMBER

CITY, TOWN

— VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

STREET & NUMBER

Liber #:

Folio #:

CITY, TOWN

Rockville

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M:12-14

CONDITION

— EXCELLENT

— GOOD

☒ FAIR

— DETERIORATED

— RUINS

— UNEXPOSED

CHECK ONE

— UNALTERED

☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE

— MOVED

DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is an abandoned RR Station depot on the B & O line. The station building is similar to those built in the 1880's at Dickerson and Germantown. It has a four-bay main (south) facade, with a roof that slopes down across the front to form an overhang porch-roof. This is supported by plain brackets. There is a small center gable, with patterned shingles, on this facade. Siding is German. The building is abandoned, and open to the elements.

Nearby is another abandoned building that appears to have been a store at one time. It has a three-bay gable facade on the east (main) entrance. The clapboard siding is covered with rolled asphalt. On the east side of the tracks is a small, two-story frame house of two bays on its main (west) facade (was the home of Mrs. B. Knott on the 1878 map.) The door here has transom and sidelights, and the windows are 2/2. A low, one-story wing extends east from the rear of the house. There is a frame springhouse in the front yard here. There are several other, older frame houses along the RR tracks at Rte. 109. This is where the train has stopped in more recent years.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:12-14

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

From the 1865 map, it appears that only the Knott house was here at that period. By the 1870's, however, the railroad had arrived, and spurred the development of several homes and stores, clustered around the depot.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

M. 12-14

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

12/8/72

STREET & NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

STATE

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

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RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

MEDLEY DIST.

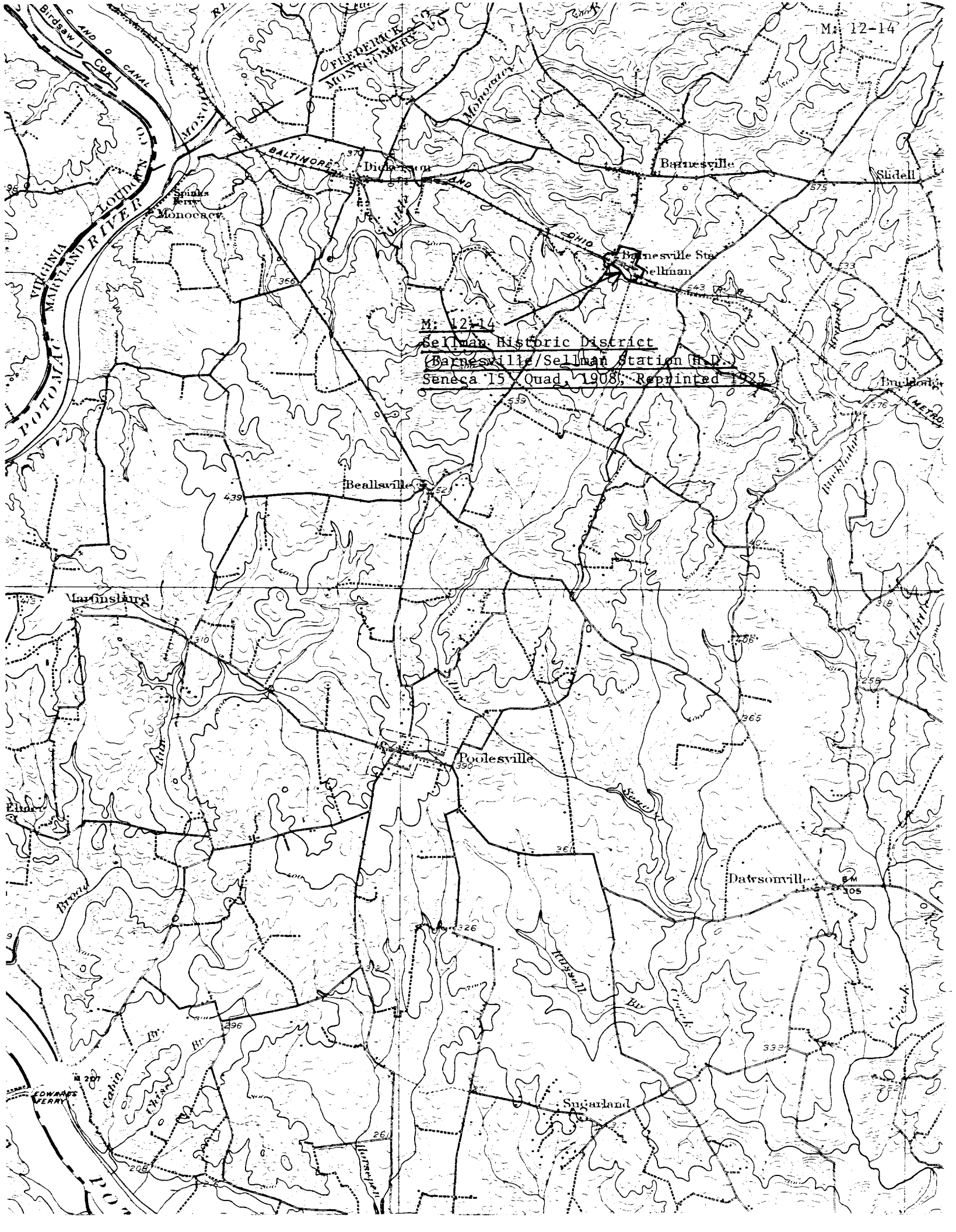
No. 3.

Mont Co.

Scale 1 1/4 Inches to a Mile

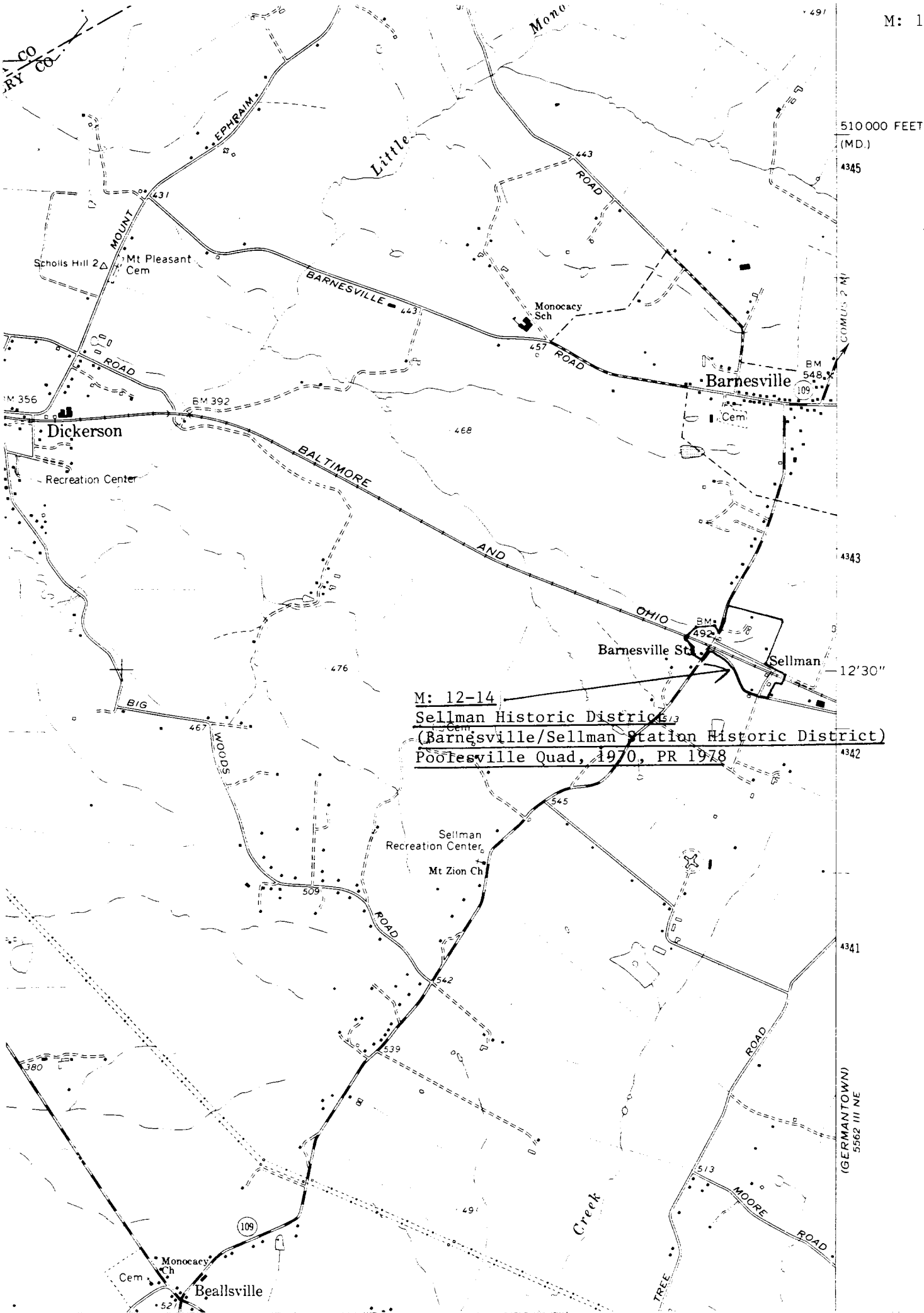


Note: The Figures on the Roads represent the Distance in Rods from junctions.



M: 12-14

M: 12-14
Sellman Historic District
(Barnesville/Sellman Station H.D.)
Seneca 15 Quad, 1908, Reprinted 1925



510 000 FEET
(M.D.)
4345

4343

4342

4341

(GERMANTOWN)
5562 III NE

M: 12-14
Sellman Historic District
(Barnesville/Sellman Station Historic District)
Poolesville Quad, 1970, PR 1978



M: 12-14-2
Name: White/Boole House (Barnesville/Hellman
Station, 12/14)

Location: West side Rt 109, just N of intersection
with B & O tracks

Facade: East

Photo taken: May,

1985 - L. Snyderman

JA



NAME BARNESVILLE / SELLMAN'S STATION M. # 12-14

LOCATION SELLMAN Rd + B&O TRACKS BARNESVILLE Md.

FACADE N


PHOTO TAKEN 12/8/72 MOWYER



H. 12-14-3
Name: Store on Warfel's Farm (Barnes/Hellman
Station, 12/14)

Location: West side Route 109, just S of intersection
with B & O tracks

Facade: North

Photo Taken: May 
1985 - L. Snyderman



Name: Barnesville Commuter Station
(Barnesville/Sellman Station,
12/14)

Location: West side Route 109, just S of
intersection with B&O tracks

Facade: East

Photo Taken: May, 1985 - L. Snyderman



M:12-14-3

WARFEL LANDS STORE

SOUTHEAST OF BARNESVILLE COMMUTER STATION

VIEW FROM NORTHWEST



M: 12-14

KNOTT FAMILY HOUSE
HILLRISE LANE
VIEW FROM SOUTHWEST



SELLMAN STATION AND DARBY STORE
(SOUTH OF METRO. BRANCH. B+O R.R.)
VIEW FROM NORTH

N4:12-14



SAMUEL DARBY AND SONS GENERAL STORE
(NORTH OF SELLMAN ROAD)
VIEW FROM NORTHEAST

M: 12-14